













TELEPHONE NO. 256.  
SARIN ADDRESS: 'ACHEE,' HONGKONG.  
A. B. C. CODE, 4TH EDITION.

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17a Queen's Road.

**Furniture  
Dealers.**

**DRAWING-ROOM,  
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**ELECTRO-PLATED,  
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**COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.**

**WM. POWELL,  
LIMITED.**

The following Goods  
will be on show Mon-  
day next:

**Baby Carriages,  
Mail Carts,**

**French  
Millinery,**

**English  
and**

**French Silks**

**SHAWLS,  
SHIRT BLOUSES,  
WINTER COATS,  
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**FANS**

**FANS**

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GOODS.**

**New Cooking Ranges,  
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Opposite Post Office.**

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Unrivalled in  
the East.

**CLUB**

The favourite Scotch Whisky, moderate  
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\$13.50 per Dozen.

**KING EDWARD VII**

The King of Liqueur Whiskies.  
Simply perfection,  
\$20.00 per Dozen.

**H. PRICE & CO.,**

458 15, Queen's Road.

**MEMOS. FOR MONDAY.**

**Auction.**

2.30 p.m.—Auction of Household Fur-  
niture, at No. 9, Robinson Road.

**Meetings.**

Transfer Books of The Hongkong and  
Whampoa Dock Co., Ltd., closed from  
9 a.m. to 1 p.m. on this date to the  
18th November, inclusive.

5.30 p.m.—Meeting of Perseverance  
Lodge.

9 p.m.—Meeting of Lodge Eastern  
Scottia.

**Amusements.**

9 p.m.—Performance at the City Hall.

**General Memoranda.**

TUESDAY, November 18:—

11.15 a.m.—Meeting of Shareholders of  
The Hongkong and Whampoa Dock  
Co., Ltd., at the City Hall.

WEDNESDAY, November 19:—

5.30 p.m.—Meeting of Eastern Mark  
Lodge.

TUESDAY, November 25:—

Noon.—Meeting of Shareholders of The  
China Traders' Insurance Co., Ltd., at  
the Office of the Company.

5.15 p.m.—Meeting of the Subscribers  
to the St. George's Hall at the City  
Hall.

TUESDAY, November 27:—

Noon.—Extraordinary Meeting of Share-  
holders of The Punjonn Mining Co.,  
Ltd., at the Company's Office.



Established A.D. 1841.

**A. S. WATSON & CO.,  
LIMITED.**

**SPECIALITIES**

**SEASON.**

**PORT &  
SHERRY**

Of the Finest Quality and Vintage.

**CHAMPAGNE.**

JULES MUMBI & CO.,  
A Wine for Cuvaison.

**WATSON'S  
E**

**SCOTCH  
WHISKY.**

**COGNAC - -  
BRANDIES**

Quality Guaranteed.

**CLARETS,**

**COGNAC - -  
BRANDIES**

Imported from the best growers;  
including Vines from the most  
Celebrated Chateaux.

**CLARETS,**

**COGNAC - -  
BRANDIES**

**CONFECTIONERY**

Of the highest Class in great  
variety. Imported from the lead-  
ing London and Parisian houses.

**CIGARS and  
CIGARETTES.**

**SMOKERS' REQUISITES,  
&c., &c., &c.**

**A. S. WATSON & Co., Limited,  
THE HONGKONG DISPENSARY.**

The publication of this issue commenced  
at 5.45 p.m.

**The China Mail.**

HONGKONG, SATURDAY, NOVEMBER 15, 1902.

**EDITORIAL COMMENT.**

Just now, the public of  
TWO SERIOUS Hongkong are deeply  
PROBLEMS. interested in two serious  
problems. One is the  
water supply, the other the instability  
of the currency. Both are matters  
calling for treatment by the Government,  
and while both are local questions they  
have an imperial bearing which would  
justify a public appeal to the Imperial  
Administration through the Colonial  
Office. The scarcity of water is no new  
experience. Year after year, the Colony  
has been subjected to an intermittent  
supply, a system that is condemned by  
all experts as neither economical nor  
healthy, and yet the Government has  
not attacked the problem of giving a  
full and regular supply with the  
thoroughness it demanded. Consequent-  
ly, the Colony is again face to face with  
a serious water famine. This time it is  
even more serious than in the past  
spring, for the dry season has just com-  
menced, and the public have to look  
forward to four or five months of  
drought, unless some meteorological  
phenomenon is to occur in the mean-  
while. As a correspondent pointed out  
in last night's issue, the Colony is  
actually starving in a year of plenty.  
The rainfall for the year down to the  
end of October was some eight inches  
above the average, and as the Director  
of Public Works stated in the magis-  
terial enquiry into the collapse of houses  
at Kowloon, the year's typhoon season  
was marked by heavy rains. Yet, in  
spite of this, the Water Authority  
has had to resort to the intermittent  
supply, and many houses in the  
Colony receive no water for several  
days in succession. Looked at as a  
mere matter of business, this anomaly  
strikes the ordinary observer as extra-  
ordinary. It certainly betokens want  
of foresight and lack of consideration  
of the public requirements. Who is re-  
sponsible? This is not a question of  
divided responsibility, but, neverthe-  
less, under our Colonial system, the  
puppet in possession can always lay  
the blame upon someone else. Red-  
tape delays and fruitless discussions  
kept back works that should have been  
well advanced, and had the Kowloon  
Gravitation Scheme been pushed on  
when necessity proved the inadequacy  
of the former Kowloon supply the city  
of Victoria might have been saved from  
famine to-day. The Governor of the  
Colony is responsible for the Colony's  
sufferings now. If he is not prepared  
to assume responsibility for necessary  
public works—and none is more neces-  
sary than waterworks—then there is  
something rotten with the system under  
which he holds his official position. If  
our local officials do not keep pace with  
the times and the needs of the place,  
then there is no help for it but to bring  
their failure before the Imperial authori-  
ties in such a manner that the Colony's  
protest cannot be ignored. The public  
know, of course, that work is in pro-  
gress to augment the supply, but it is  
very evident that the work is not keep-  
ing pace with the requirements of the  
Colony, and unless a radical and im-  
mediate change is apparent the public  
bodies will be forced to take action, in  
the interests of the health and trade of  
the port, on the lines we have indicated.  
Similarly, the currency problem can-  
not be ignored much longer. The Go-  
vernment has recognised a certain  
amount of responsibility in the matter  
by adopting a system of sterling salaries  
for Colonial officials. As in the Straits  
Settlements, we have here the anomaly  
of collecting our revenue in silver—a  
varying quantity—and of paying  
official salaries in sterling. How  
long can this go on with silver in  
its present unstable state? Trade  
is paralysed by the eccentricities of  
the currency exchange rates, and the  
cry goes up from Ceylon and the Straits  
Settlements that 'Something must be  
done.' Hongkong's commercial men, who  
feel the pressure of changing conditions  
quite as much as their confreres in Cey-  
lon and Malaysia, must do something to  
restore stability. We quite realise that  
it is easier to say this than to point out  
how the change is to be achieved.  
Several years ago, the Chamber of Com-  
merce passed a resolution in favour of a  
stable exchange for the silver dollar.  
Nothing was done for the Far Eastern  
Colonies though action was taken to

save India. Since then, silver has  
touched lower rates than even the  
hopeless mortals of ten years ago  
imagined possible. People sit by re-  
garding grimly the steady shrinkage of  
their savings, and wondering how much  
will be saved from the wreck. This can-  
not be and is not good for the Colony,  
and while we expect the Chamber of  
Commerce to take some action to bring  
Hongkong into line with the other Far  
Eastern Colonies it seems to us that the  
recent action of the Government on the  
question of official salaries imposes a  
duty upon it to invite the Colonial  
Office to extend the enquiry of the  
newly-appointed Currency Commission  
to Hongkong. Doubtless the Governor  
and the Colonial Office would agree to  
this readily enough if requested by the  
public through the proper channels.

**LOCAL AND GENERAL.**

**Wireless Telegraphy.**  
A telegram dated Sydney, Cape Breton,  
7th inst., reports that Marconi has received  
a long telegram there from his station in  
Cornwall.

**Cholera in Manila.**  
On the morning of the 11th inst., four-  
teen cases of cholera occurred among the  
men of the Company K, 5th U.S. Infantry,  
and nine died the same day.

**The Private Secretary.**  
It is notified in the Gazette that H.E.  
the Governor has been pleased to appoint  
Captain Sir John Keane, Baronet, Royal  
Field Artillery, to be his Private Secretary.

**Hongkong Christian Union.**  
The usual meeting for prayer will be  
held in the room of the Union, 13 Beacon-  
field Arcade, on Monday, at 5.15 p.m.,  
conducted by the Rev. Dr. Hager. Im-  
mediately afterwards there will be an im-  
portant meeting of the Committee.

**The U.S. Fleet.**  
A New York telegram says:—The  
Naval Board, of which Admiral Dewey is  
president, has decided to redistribute the  
ships of the fleet so that there shall be one  
squadron on the Atlantic and one on the  
Pacific station. Congress will be asked to  
authorize the creation of a vice-admiral for  
each squadron.

**Accident.**  
Last night, while a Chinaman was  
riding in a ricksha down Arsenal Street,  
holding a bicycle in front of him, the  
ricksha was upset and the occupant thrown  
out. He was badly injured in the leg.  
His wounds were dressed in the Station  
Hospital at Wellington Barracks, and he  
was then removed to the Government  
Civil Hospital.

**Hongkong Volunteers.**  
The new regulations for the Hongkong  
Volunteer Corps are issued in to-day's  
Gazette. The Corps will now consist of  
three units and a band, viz., two Garrison  
Artillery Companies, an Engineer Company  
and a Band. The strength of the Artillery  
Companies is fixed at 155 each, and of the  
Engineers at 60, and there will be 7 on the  
staff. With the Band, the total establish-  
ment is fixed at 400.

**Scotch Wit.**  
A witicism by Andrew Lang is given  
by the New York Times, which says that  
an aspiring American poet, who had met  
Mr. Lang in London, wrote a satire in  
imitation of Homer's 'Battle of the Frogs  
and Mice.' The American thought he  
would go 'one better' than Homer, and  
described in realistic style the warfare  
between two factions of mites in a piece of  
cheese. He sent the manuscript to Mr.  
Lang, with a request for his opinion. In a  
few weeks the answer came. 'My Dear  
Sir,—I have read your satire and am dis-  
lighted with it. You are worthy to be called  
the Gorgon-Zola of literature.'

**Trouble on a Steamer.**

The *Manila Times* of the 8th inst.  
says:—The harbour Police have confined  
in the big cell, twelve representatives of  
the Flowerly Kingdom. These Celestials  
came here as part of the crew of the German  
steamer *Nuen Tany*, arriving on the 5th  
inst. Yesterday, they had a controversy  
over some trouble of their own, and in a  
free fight which followed, knives were  
drawn and one of the Chinese was severely  
cut about the face. Captain Schmidt noti-  
fied the police, and this morning the twelve  
men were brought ashore, under arrest on  
the police launch, Bucky O'Neill, and  
lodged at the San Fernando station await-  
ing trial before the German Consul. The  
Chinos will be charged with trying to set  
fire to the ship after the captain had sepa-  
rated them in their quarrel and confined  
them in the hold, and for refusing duty as  
a consequence.

It takes a strong-minded woman to keep her  
calendar torn off up to date.

**I HAVE taken Stearns' Wine of Cod Liver  
Oil for general weakness and debility,  
and am pleased to say that I have derived  
great benefit from it. I shall recommend it  
to my friends as being invaluable as a Tonic.**

Yours truly,  
G. WALL,  
Sussex Road, Southport, England.  
Wholesale from A. S. Watson & Co.,  
Ltd., Hongkong.

**LOCAL AND GENERAL.**

**Notes by the Way.**  
Manila is declared officially as free  
from cholera.

Thirty-eight inches of rain fell in 20  
days at Perak in October.

The King of Denmark ascended the  
throne on the 15th of November, 1863.

It is proposed to introduce paper mak-  
ing as a new industry in the Philippines.

Women are fond of bargains, yet a  
cheap man is never popular with the fair  
sex.

Charles O. Ziegenfuss, owner of the  
*Manila American*, committed suicide at  
San Francisco on the 8th inst.

The Government of the Philippines  
Islands has purchased 20,000 tons of rice,  
with a view to avert famine in the pro-  
vinces.

The licence fee for a truck is raised  
from \$2 to \$10. It is a pity almost that  
these nuisances cannot be licensed out of  
existence.

Salvador Zaragoza, brother-in-law of  
Judge Araneta, solicitor-general of the  
Philippines, has been entered as a student  
at Yale University.

Henry Richter, formerly a private in  
the U.S. Army, has been sentenced to im-  
prisonment for life for deserting at Manila  
in October, 1899.

An effort is being made by the steam-  
boat engineers of Manila to form an as-  
sociation much the same as exists in Shang-  
hai and other Eastern ports.

Of the men concerned in the Ruther-  
ford murder at Singapore two were hung.  
The third, who was sentenced to fourteen  
years' imprisonment, died on the 2nd inst.  
from dysentery in the Criminal Prison.

The death has occurred at South Nor-  
wood, at the age of 53, of Mr. Gregor  
McLaren, formerly of the Horse Guards  
Blue, and for five consecutive years cham-  
pion swordsman of the British Army.

Colonel G. C. Hall, I.M.S., officiating  
Principal Medical Officer at Lahore, has  
definitely decided to retire from the Service  
from the commencement of November.  
Lieutenant-Colonel O'Brien, Civil Surgeon  
Allahabad, will probably succeed to the  
vacancy.

**Arrival of Japanese Warships.**  
The Japanese cruisers *Takasago* and  
*Azuma*, which participated in the Corona-  
tion Naval Review at Spithead, arrived  
from England via Koshichang this morn-  
ing.

**Yachting.**  
The following is the course for the  
2nd Club Race of the Royal Hongkong  
Yacht Club to-morrow:—From Police Pier  
round Lyemum Beacon, Outer Rocks, and  
Lyemum Beacon (all to port); 12½ miles.

**French Submarines.**  
M. Camille Polletan, the Minister of  
Marine, having been questioned concerning  
the report that he had suddenly stopped the  
building of submarines for the French  
Navy, gave the following explanation to an  
interviewer who called upon him. He said  
it was not correct to say that he had stop-  
ped the building of these vessels, but it  
was true that he had suspended the con-  
struction of thirteen of them, ordered by  
his predecessor. His reasons for doing  
this were that all of these vessels were to  
be built upon an entirely new model. He  
had seen the plans, but an experimental  
vessel had not been built, and before there-  
fore were laid down he had thought it  
advisable to first of all launch three or  
four, put them through a series of severe  
tests, and then, if they were satisfactory,  
to proceed with the completion of the  
programme. M. Polletan added that when  
the Naval Budget came on for discussion  
he would have certain things to tell the  
Chamber which might not please every-  
one.

**Leopard in a Fowl House.**

Mr. A. Gow, of Seracaban, 'had a  
unique experience in the early morning of  
Oct. 28. About 4 a.m., Mr. Gow was  
awakened from his peaceful slumber by his  
servants yelling out:—'Tuan, tuan, roman,  
romann.' Mr. Gow got this double-barrelled  
gun, and, going out, found his men round  
the fowl house, wherein the excited menials  
declared there was a tiger. Mr. Gow's  
doubts on this point were soon dispelled  
by sundry growls, and he awaited the  
intruder by the open door of the fowl  
house, a fence of wire netting intervening  
between Mr. Gow and the brute inside. The  
supposed tiger came out almost immediately  
with a bound and a roar, straight for where  
Mr. Gow was standing but rather fortunatel-  
ly into the wire fencing. At a distance of  
four feet Mr. Gow gave him one barrel in  
the face, and as the animal prepared to  
spring over the fence Mr. Gow gave him a  
second dose through the heart killing him  
at once. The gun was loaded with No. 6  
shot only. On examination the animal  
was found to be a beautifully marked  
leopard, 6 feet 5 inches long, and 2 feet 2  
inches high at the shoulder. Rather a  
toddish customer to meet with only a wire  
fence and No. 6 shot to protect you! The  
leopard had been prowling about Mr. Gow's  
premises on previous occasions.

**LOCAL AND GENERAL.**

**Promotion.**  
Sergeant D. Gourlay, of the Hongkong  
Police Force, has been promoted to the  
rank of Inspector. Inspector Gourlay has  
been connected with the Force here for  
nearly eleven years, and was Sergeant for  
several years.

**'A Royal Divorce.'**  
The performance of 'A Royal Di-  
vorce' by the Janet Waldorf Company at  
the Theatre on Monday night will be un-  
der the distinguished patronage of H.E.  
Sir Henry A. Blake, G.C.M.G., Lady  
Blake and suite. There is a large booking  
for the opening performance.

**The King has 'the Gaelic.'**  
Not content with wearing the garb of  
old Gaul, the King has, I am told, even  
attempted the guttural language of the  
Highlanders while staying in their midst.  
When His Majesty landed in Sutherland he  
was met by a band of pipers and drummers  
of the Sutherland Highlanders, who gave  
him a Highland welcome. The King spoke  
to some of the men in Gaelic, so my in-  
formant tells me, but he is too loyal to  
mention whether or not the men understood  
the greeting. The Gaelic language is a  
difficult one for the Sassanach, as 'R. L. S.'  
found. After having studied it for  
months, he ventured one day to greet an  
old Highland woman in her native tongue.  
The old dame looked bewildered, then  
shook her head, and expressed her regret  
that she did not 'haf the English.'

**'Liberty Hall.'**  
The second performance of 'Liberty  
Hall' last night was given to a well-filled  
house. Punctually on the stroke of nine,  
the Government House party arrived, and  
the orchestra played the overture from 'Will-  
iam Tell.' Although the first act wanted  
'zip,' the piece went remarkably well, and  
the amateurs acquitted themselves very  
creditably. Mr. Balloch's easy and intelli-  
gent rendering of his part left nothing to  
be desired, and Mr. C. H. P. Hay and Mr.  
John Hayes again drew unstinted applaus-  
e from the audience. Mrs. Hastings was  
even better than ever as 'Crafer,' and  
Mrs. M. W. Slade again charmed  
with her careful and clever im-  
personation of the part of 'Blanche Chil-  
worth.' Mrs. Leigh Norris was more at  
home on the stage last night, and succeeded  
in making herself better heard than on the  
opening night. The whist party is a  
clever bit of stage work, and those who  
saw the piece in London say the local  
rendition was more realistic. Altogether  
the amateurs have made a big hit, and  
those who fail to see to-night's performance  
will miss a treat. The orchestra gave  
some fine selections again, but the conduc-  
tor would render a distinct service if he  
restrained the quarter-deck enthusiasm of  
some of the stronger instruments. A good  
musical programme was somewhat marred  
by strength of lungs.

**Warren's Circus.**

The Circus was again filled with a de-  
lightful audience last night. The most  
noteworthy features in the new programme  
were the improved horsemanship, the mar-  
vellous juggling by Cento, and the hori-  
zontal bar act by Mlle. Katerina, who is a  
performer of great strength and skill.  
There were new dresses throughout. The  
opening scene, in which the performers  
were all in red hunting costume, was car-  
ried out without a hitch, and the waltzing  
of the horses was a noteworthy feature.

Little Emily Lucifer's song and dance  
deservedly secured rounds of applause.  
Her voice, though clear and distinct, is  
hardly powerful enough for such a large  
marquee. Dennis, the pig, did his vauit-  
ing in grand style. Mlle. Ivy's prowess on  
horseback may well be called 'fearless.'  
Her picking up the handkerchiefs while the  
horse was galloping round was decidedly  
'nervy,' and is a rare performance for a  
lady. Fenton proved himself to be a jockey  
of no mean skill. His leaping on to the  
back of the barbacked *Knifless* steel was  
exceptionally brilliant, and could not have  
been excelled. The dogs were as popular  
as ever; the back somersaults of the  
terriers, and the dainty little *dansette*  
with flaxen wig and *dress-de-ballet* caused  
wholesale admiration and merriment.  
Mlle. Katerina kept the audience as  
tense as her muscles in her horizontal  
bar display, and Little Dick and the  
clown also deserve mention for keeping the  
audience in good humour during her well-  
earned breathing spaces. The little boy  
has a great future before him in the ring.  
Mlle. Mary Bell, as the flower girl, was  
extremely pretty. Cento's juggling must  
be seen to be believed; a description would  
not do him justice. Balancing four cigar  
boxes with a lighted lamp on the top of the  
pile is not easy, but, hold! the fragile  
structure collapses like a house of cards,  
but before the lamp can crash to the ground  
Cento has caught it on his magic wand.  
The native element must truly regard him  
as a 'foreign devil.' The charming Lucifer  
lady's song and dance, and the jolly-boned  
Lucifer's antics, were much appreciated.  
'Fun in a School' and the Blondin mon-  
key will delight the children at the ma-  
tinees. While such an excellent programme  
is provided the proprietors may rely on  
filling their commodious and comfortable  
circus.

**WHEN YOU CANNOT SLEEP**

FOR coughing, it is hardly necessary  
that any one should tell you that you  
need a few doses of Chamberlain's Cough  
Remedy to allay the irritation of the throat,  
and make sleep possible. It always cures  
and cures quickly. For sale by All Deal-  
ers; WATSON & Co., General Agents.

**TELEGRAMS.**

[REUTERS' SERVICE.]

**TROOPS FOR SOMALILAND.**

LONDON, November 13, 1902.  
The Central African troops have left  
Mantyre for Somaliland.

**CHINA ASSOCIATION DINNER.**

The annual dinner of the China Asso-  
ciation has been held in London, Admiral  
Seymour and Sir James Mackay being the  
principal guests. Mr. William Keswick,  
M.P., who presided, said that he believed  
the Mackay treaty with China was an  
arrangement equally advantageous to China  
and Great Britain.

**DISORDERS IN MOROCCO.**

Owing to disorders which have broken  
out at Tetuan, Morocco, a Spanish mail  
steamer has been despatched to that port to  
embark the Europeans there. Three  
British cruisers have also gone hastily to  
Tetuan, where a serious Kabyle rising is  
endangering the safety of the European  
residents.

**THE SIBERIAN ROUTE.**

Mr. Chamberlain, in the course of a  
speech, said that the Trans-Siberian route  
must not be overlooked in settling mail  
contracts.

**AN ELECTRICAL RAT-TRAP.**

Under this heading a curious electrical  
tale is unfolded in *The Electrical Review*  
(August 23). The story, which is told in  
the words of an expert in electrical con-  
struction, runs as follows:—An underground  
cable system for supplying light by means  
of a 2,000-volt alternating-current system  
had been installed in an Ohio town.  
Shortly after the plant was put into  
operation there began to be trouble  
with the line, which appeared and  
disappeared periodically for a month  
without apparent cause. 'By this time,'  
says the narrator, 'one of the lines  
began to show considerable leakage, and  
I tried to locate the trouble, which work,  
however, was interrupted by the dynamo  
starting up. That night, however, our  
regular chronic trouble came on again and  
this time remained on instead of clearing  
itself as the others had done, and a quick  
opening of switches showed that it was on  
the same circuit we had tested during the  
day. Well, we kept the circuit going until  
morning, and then we started out to find  
the trouble. By very careful testing we soon  
traced it to a certain rather old factory  
building. Going inside we tested the trans-  
former, but that was all right, but there  
was a ground between the transformer  
and the street, so that we followed the  
primary cables in that direction, which  
passed through an unused coal and junk  
room. As an on as we entered the place,  
which it seems no one else ever thought of  
doing, we were greeted by an odor that  
was suffocating, and near the pipe entrance  
leading to the street we found a pile of  
decomposing rats. We called the janitor,  
got them out of doors as quickly as pos-  
sible, and then the cause of the trouble was  
plainly apparent, for every rat was more or  
less burned. But how? Going back to the  
cellar we found one rat still lying across our  
cables, burned to a crisp. Looking at the  
cables again we found them gnawed through  
in more than a dozen different places. Now  
what had induced those rats to climb up  
there and gnaw through that lead  
cable and electrocute themselves? I put  
this question to a naturalist who lived in  
the city, who explained it by saying that  
probably the rats, being very keen of hear-  
ing, had noticed a slight hum from the al-  
ternating-current cables, and, imagining  
that the pipes contained running water,  
gnawed through the lead sheathing and rub-  
ber insulation until they reached the copper  
wire, when they would be killed, and, with-  
out making even a sound to warn others,  
drop to the floor below.'

**WEATHER REPORT.**

The following







## Shipping.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

FOR HAVRE, HAMBURG AND BREMEN.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Serbia*, Capt. BREMER, 19th November, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Marburg*, Capt. NIEDERMEYER, 3rd December, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

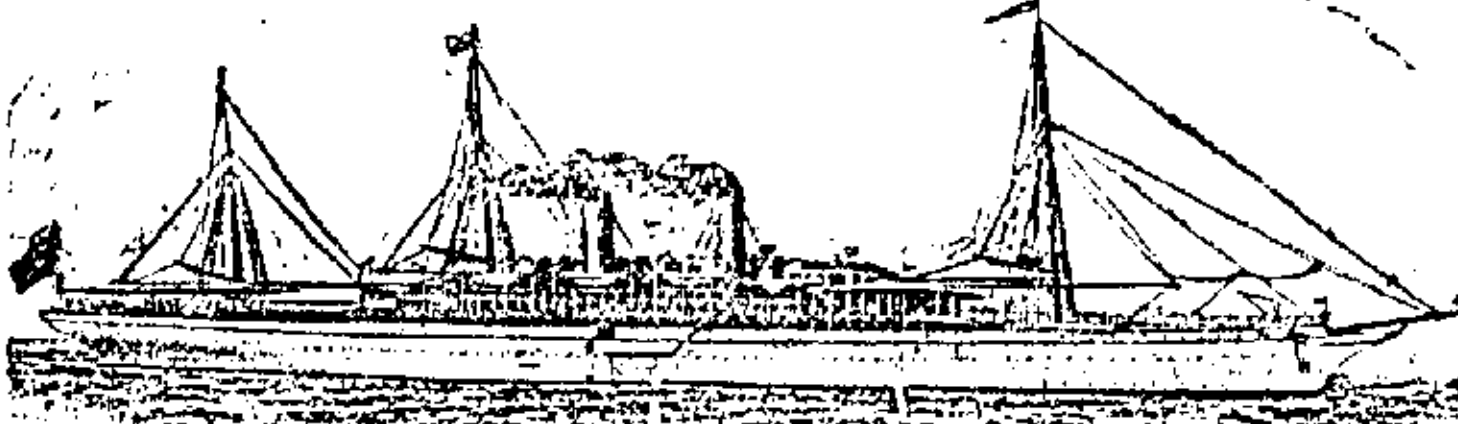
S.S. *Suecia*, Capt. BONGER, 17th December, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Africa*, Capt. SCHONFELDER, 31st December, 1902. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.Callings: SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY—SPEED—PUNCTUALITY.Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *EMPEROR OF INDIA*...Comdr. G. P. MARSHALL, R.N.R., WEDNESDAY, Nov. 19.  
R.M.S. *TARTAR*...Comdr. E. BETHAM, R.N.R., WEDNESDAY, Dec. 3.  
R.M.S. *EMPEROR OF JAPAN*...Comdr. H. PETER, R.N.R., WEDNESDAY, Dec. 17.  
R.M.S. *ATLANTIC*...Comdr. H. MOWAT, R.N.R., WEDNESDAY, Dec. 31.  
R.M.S. *EMPEROR OF CHINA*...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Jan. 14.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC OCEAN. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## \* Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
Pepper Street, 1112PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE &amp; YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	HONGKONG.
INDRAPURA	4899	A. E. Hollingsworth	November 17, 1902
INDRAMIA	5197	R. P. Craven	December 14, 1902
INDRAVELLA	4899	W. E. Craven	January 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, 13th November, 1902.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMAGUCHI MARU, S. YOSHIZAWA,	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 21st Nov., at Noon.
KAWACHI MARU, J. S. THOMSON,	KOBE and YOKOHAMA.	FRIDAY, 21st Nov., at Daylight.
KASUGA MARU, H. FRASER,	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 27th Nov., at 4 p.m.
KOMAGI MARU, E. W. HASWELL,	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 28th Nov., at Noon.
WAKASA MARU, J. W. MCNILLAN,	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SATURDAY, 29th Nov., Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, November 15, 1902.

778

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PELEUS	3rd December.
GLASGOW AND LIVERPOOL	TYDEUS	15th December.
GLASGOW AND LIVERPOOL	TELENACHUS	31st December.

FOR	STEAMERS	TO SAIL
LIVERPOOL DIRECT	DEUCALION	17th November.
LONDON	AGAMEMNON	25th November.
AMSTERDAM AND LONDON	TANTALUS	3rd December.
LIVERPOOL DIRECT	ALCIBIOUS	20th December.

Taking Cargo at LONDON Rates.  
For Freight, apply to  
Hongkong, November 12, 1902. BUTTERFIELD & SWIRE, Agents.

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	TEENKA	19th November.
GLASGOW AND LIVERPOOL	MOYUNE	27th November.
GLASGOW AND LIVERPOOL	MOYUNE	10th December.
GLASGOW AND LIVERPOOL	NINGCHOW	25th December.

The S.S. TEENKA left Singapore on the 13th inst. and is expected here on 19th inst.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	MOYUNE	29th November.
	NINGCHOW	27th December.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, November 15, 1902.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	CHUNSHING	17th November.
SHANGHAI	WOSHING	19th November.
CEBU AND ILOILO	KAIPOK	20th November.
SHANGHAI	SHANGHAI	21st November.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	1st December.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
+ Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.  
+ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.  
§ See Special Advertisement.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, November 15, 1902.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
GERA	WEDNESDAY, 26th November.
KIAUTSCHOU	WEDNESDAY, 10th December.
BAYERN	WEDNESDAY, 24th December.
KONIG ALBERT	WEDNESDAY, 7th Jan., 1903.
PRINCESS IRENE	WEDNESDAY, 21st Jan., 1903.
DARMSTADT	WEDNESDAY, 4th Feb., 1903.
KARLSRUHE	WEDNESDAY, 18th Feb., 1903.
PREUSSEN	WEDNESDAY, 4th March, 1903.
HAMBURG	WEDNESDAY, 18th March, 1903.

\* Steamers of the Hamburg-Amerika Linie.  
ON WEDNESDAY, the 26th day of November, 1902, at Noon, the Steamship GERA, of the Norddeutscher Lloyd, Captain C. DEWEES, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 24th November, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 26th Nov., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardsesses. Lion can be washed on board.

For further Particulars, apply to  
Norddeutscher Lloyd,  
Melchers & Co., Agents.

NORTHERN PACIFIC S.S. CO  
BOSTON STEAMSHIP CO.  
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.  
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	1902.
GLENOCLE	3750	G. E. Warner	Dec. 6.
TACOMA	2811	A. Dixon	Dec. 13.
TREMONT	9606		Dec. 17.
VICTORIA	3502	J. Pantou	Jan. 3.

Steamers marked (\*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Europe.

For further information as to Freight, or Passage, Apply to  
Dodwell & Co., Limited, General Agents.  
Hongkong, November 15, 1902.

1724

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
LONDON, &c.	<i>Massilia</i>	G. W. COCKMAN, R.N.R.	Noon, 22nd Nov.
SHANGHAI	<i>Bengal</i>	A. L. VALENTINI	About 22nd Nov.
YMA VIA SHAI, MOJI AND KOBE	<i>Bombay</i>	H. S. BRANSHAW	About 2nd Dec.
MARSEILLES AND LONDON	<i>Shanghai</i>	E. SPICKER, R.N.R.	Noon, 10th Dec.

\* See Special Advertisement.  
For Freight or passage, and further Particulars, apply to  
P. & O. S. N. Co.'s Office,  
Hongkong, November 15, 1902.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

### CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	Nov. 19, at Noon
ZAFIRO	2540	A. Fraser	do.	Nov. 26, at Noon
PERLA	1989	J. McGinty	do.	—
DIAMANTE	1989	R. Rodger	do.	—

For Freight or Passage, apply to  
Shewan, Tomes & Co.,  
General Managers.  
Hongkong, November 15, 1902.

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
TAMSU, VIA SWATOW AND AMOY.	DAIGI MARU	SUNDAY, 16th November.
FOOCHOW, VIA SWATOW AND AMOY.	ANPING MARU	WEDNESDAY, 19th November.
TAMSU, VIA SWATOW AND AMOY.	DAIJIN MARU	SUNDAY, 23rd November.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, MANAGER.  
Hongkong, November 12, 1902. 2379

## TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSETTA MARU, 3876 Tons, Captain N. Tate, will be despatched for MANILA on SATURDAY, the 22nd inst., at Noon. To be followed by Robilla Maru on or about 26th inst.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled speed. Electric Light. Doctor and Stewardsesses carried.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents,  
Prince's Buildings, 1st House Street,  
Hongkong, November 15, 1902. 2383

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.

THE Company's Steamship HAICHING, Captain ROSSON, will be despatched for the above Port on SUNDAY, the 16th November, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAK & Co., General Managers.  
Hongkong, November 15, 1902. 2380

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAICHING, Captain HONGS, will be despatched for the above Ports on TUESDAY, the 18th November, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAK & Co., General Managers.  
Hongkong, November 14, 1902. 2383

## EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TISOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain P. T. HELMS, will be despatched as above on THURSDAY, the 20th November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight and Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, October 24, 1902. 2178

## CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 5th Dec.  
"CHINGTU" " " 19th Dec.  
"TAIYUAN" " " 20th Jan.  
"ESINAN" " " 15th Feb.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.  
Hongkong, November 15, 1902. 1660

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	DATE
BORDER KNIGHT	20th Nov.
ORVODON	10th Dec.
ORONO	20th Dec.
MOGUL	31st Dec.
HINDUSTAN	10th Jan.

For Freight and further information, Apply to  
DODWELL & CO., LTD., Agents.  
Hongkong, November 13, 1902. 110

## Shipping.

## NOTICE.

MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also  
PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 17th Nov., at 1 p.m., the Company's Steamship ANNA, Captain GUARD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th Nov., 1902. Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, November 5, 1902. 2253

## AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship YINDBOEN, Captain CONNOR, will leave for the above places on TUESDAY, the 18th inst., at 4 p.m.

This Steamer has superior accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
SANDER, WILDER & Co., Agents.  
Hongkong, November 11, 1902. 2288

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS, AND SOUTH AFRICAN PORTS.

THE Steamship MASSILIA, Captain G. W. COCKMAN, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY on SATURDAY, the 22nd Nov., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay, WITH TRANSHIPMENT.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
E. A. HEWETT, Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, November 11, 1902. 2293

## NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.

THE Company's Japanese Mail Steamship, KASUGA MARU, 4,000 Tons, Captain H. FRASER, will be despatched for the above Port on THURSDAY, the 27th inst., at 4 p.m.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardsess carried.

For Freight or Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, November 5, 1902. 2256

## 'BEN' LINE OF STEAMSHIPS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship BENMOHR, Capt. WALLACE, will be despatched as above on or about 15th December.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, November 7, 1902. 2274

## Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

LYNDBUR, British 4-masted barque, Capt. Farnell.—Standard Oil Co.  
LUZON, American barque, Capt. Park.—Mase.

## 'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR', which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet Form.

Price — — — — — 6d.



NOTICES TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship *Suez*, Capt. Borch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignments by the Undersigned, and to take immediate delivery of their Goods from the Goods.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Any Cargo impeding her discharge will be landed into the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Nov. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 20th Nov., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, November 14, 1902. 2322

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship *NAUTSCHOU*, OF THE HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 8 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 10th Nov., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 20th Nov., at 9.30 a.m.

All Claims must reach us before the 23rd Nov., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, November 13, 1902. 2311

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP MOGUL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, November 13, 1902. 2317

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship *Tiro* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

This vessel brings Cargo from THRESE ex s.s. *Imperial* transhipped at Bombay.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th of Nov., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th of Nov., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, November 13, 1902. 2320

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MALACCA*.

FROM ANTWERP, LONDON, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES OF Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, whence each Consignment will be sent out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 p.m. To-day.

Goods not cleared by the 20th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, November 13, 1902. 2321

INSURANCES.

WHAT YOU WANT TO KNOW

about a life assurance company is just what you would want to know about a bank or any other institution in which you might be investing.

What is the company's earning ability as shown by its past history?

What is the outlook for future dividends as indicated by its accumulated surplus?

These two questions answered, and the rest is of secondary importance.

Any agent of the Equitable will answer these questions—or any others—to your satisfaction.

F. KIENE, Hongkong Manager, EQUITABLE LIFE, 14, Des Voeux Road, Hongkong, October 21, 1902. 1265

UNIT ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £130,000.

TOTAL INVESTED FUNDS, £3,450,044.

TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents, Hongkong, November 13, 1902. 1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901, £15,722,693.

Authorised Capital, £3,000,000 0 0

Subscribed Capital, £2,750,000 0 0

Capital Paid-up, £1,087,500 0 0

Reserve Funds, £2,685,548 5 2

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents, Hongkong, July 2, 1902. 1537

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, JACOB & Co., Agents, Hongkong, March 31, 1900. 738

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Co's Steamship *Marys Bay* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th of Nov., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Hongkong, November 13, 1902. 2312

A. G. GORDON,

M.I.N.A., M.I. MECH. E., MEMBER INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND, CONSULTING MARINE ENGINEER, AND NAVAL ARCHITECT, Damage, Collision and Wreck Surveyor, 14 Des Voeux Road, Central, Telegrams: "PENNDRO." 2314

H. F. CARMICHAEL,

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS, TELEGRAMS: "CARMICHAEL," HONGKONG. A.I.C. Code, 4th Edition. Liebert's Standard Code, TELEPHONE, 232. Hongkong, July 2, 1901. 1370

THE NEW FREDERICK

This successful and highly popular remedy is employed in the Continental Hospitals, and the delegates to the Congress of Medicine at London, 1900, have recommended it as a remedy for the treatment of all diseases of the urinary tract, and as a powerful diuretic and cathartic.

THERAPION No. 1

is a remarkably short time, often a few days only, removes all discharges from the urinary tract, and restores the system to its normal state.

THERAPION No. 2

is a remarkably short time, often a few days only, removes all discharges from the urinary tract, and restores the system to its normal state.

THERAPION No. 3

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BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000

RESERVE FUND, \$10,000,000

SILVER RESERVE, \$4,750,000

RESERVE LIABILITIES OF SHAREHOLDERS, £10,000,000

PROPRIETORS, £10,000,000

COURT OF DIRECTORS:—Hon. K. SHAW, Chairman.

A. J. RAYMOND, Esq., Deputy Chairman.

G. Balloch, Esq., C. Michell, Esq., Hon. C. W. Dickson, D. Meyer, Esq., E. Goetz, Esq., H. Schubarth, Esq., G. H. Medhurst, N. A. Sells, Esq., Esq., H. E. Tomkins, Esq.

CHIEF MANAGER:—Hongkong—J. R. M. SMITH, MANAGER:—Shanghai—H. M. BEVIS, LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " " " "

" 12 " 4 " " " "

J. R. M. SMITH, Chief Manager, Hongkong, November 13, 1902. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the ONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager, Hongkong, May 4, 1900. 1517

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED, Yen 24,000,000

CAPITAL PAID-UP, " 18,000,000

CAPITAL UNPAID, " 6,000,000

RESERVE FUND, " 9,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:—TOKYO, KOREA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONGKONG, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, PEKING.

LONDON BANKERS:—The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2 per cent. per annum on the daily balance.

On Fixed deposits for 12 months, 5 per cent. per annum.

On fixed deposits for 6 months, 4 per cent. per annum.

On fixed deposits for 3 months, 3 per cent. per annum.

TARO HODSUMI, Manager, Hongkong, October 31, 1902. 658

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Tls. 5,000,000

PAID-UP CAPITAL, " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:—CANTON, CHEFOO, CHINKIANG, CHUNGKING, HANKOW, HONGKONG, PENANG, SINGAPORE, TIENTSIN.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 3 Months, 3 1/2 per cent.

" 6 " " " 4 1/2

" 12 " " " 5 1/2

E. W. RUTTER, Manager, Hongkong, January 18, 1901. 1978

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

PAID-UP CAPITAL, £393,374.

HEAD OFFICE—HONGKONG.

Board of Directors:—CHAN KIT SIANG, Esq., C. EVANS, Esq., CHOW TUNG SHANG, Esq., JULIUS FOCKE, Esq., Esq.

Chief Manager:—Geo. W. F. FRANKLIN.

Interest for 12 months fixed, 5 1/2 per cent.

Hongkong, May 3, 1901. 117

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000

RESERVE FUND, £1,125,000

PAID-UP CAPITAL, £500,000

RESERVE FUND, £50,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits:—

For 12 months, 4 1/2 per cent.

" 6 " " " 3 1/2

" 3 " " " 3 1/2

EVAN ORMISTON, Acting Manager, Hongkong, April 1, 1902. 234

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £800,000

RESERVE LIABILITY OF SHAREHOLDERS, £800,000

RESERVE FUND, £250,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent.

" 6 " " " 3 1/2

" 3 " " " 3 1/2

T. P. COCHRANE, Acting Manager, Hongkong, June 2, 1902. 846

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—CALCUTTA, TIENTSIN, SHINGTAU (KIAUSCHOU).

LONDON BANKERS:—Messrs N. M. Rothschild & Sons, The Union of London and Smiths Bank, Limited.

Deutsche Bank (Berlin), London Agency. Direction der Disconto Gesellschaft.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

H. J. FIGGE, Manager, Hongkong, October 6, 1902. 296

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

Established 1864.

PAID-UP CAPITAL, U.S. \$2,000,000 Gold.

UNDIVIDED PROFITS, 5,180,000 Gold.

U.S. \$7,180,000 Gold.

HEAD OFFICE—NEW YORK.

LONDON OFFICE:—33 & 35 Lombard Street E.C. F. C. BISHOP, Manager Eastern Dept.



